



## Regional Workshop on Safer Vehicles for Latin America

*Sponsored by the United Nations Secretary-General's Special Envoy for Road Safety*

### Summary of discussions and next steps

P1. The national delegates and representatives from UNECE and ECLAC express their high appreciation for the event as it represents a direct follow-up of the Regional Road Safety Workshop: “Strengthening road safety governance and best practices to achieve the Sustainable Development Objectives”, carried out in Buenos Aires, Republic of Argentina, on March 2017. This is the first Latin-American meeting in the Decade of Action focused specifically on Pillar III of the Global Plan for the Decade of Action for Road Safety 2010 – 2020, focused on safer vehicles.

P2. Improving the vehicle’s safety standards is considered essential for decreasing mortality rates, caused by to road fatalities, present in the different countries of the region by; focusing efforts on vehicles with higher accident rates; motorcycles of more than 50cc or design speed higher than 40km/h (according to RTM definition number 35/94 – cat. L3) and vehicles of four-wheels or more for transporting passengers and that do not have more than 8 seats in addition to the driver’s seat (according to RTM definition number 35/94 – cat. M1).

P.3 The discussions have considered multiple elements related to the work carried out globally by the World Forum for Harmonization of Vehicle Regulation (WP. 29) and the implementation of the Agreement related to the implementation of standard technical requirements for wheel vehicles, equipment and parts that can be assembled or be used in those vehicles and the conditions for mutual recognition of granted harmonization on the base of those requirements, carried out in Geneva on March 20<sup>th</sup> 1958 and the Agreement related to the establishment of technical world regulations for wheel vehicles, equipment and parts that can be assembled or be used in those vehicles, carried out in Geneva, on June 25<sup>th</sup> 1998.

P4. In this context, the following elements were acknowledged:

1. The participation of the region’s countries in the 1958 and 1998 Agreements could bring several benefits in terms of safety improvements, as well as the environmental performance of the vehicles and its parts. Likewise it would improve Latin America’s automobile production competitiveness at the international level.
2. There is an important flexibility in the format of participation in the agreements. Particularly:
  - a) Accession to the 1958 Agreement can be carried out without the obligation to access its particular Regulations. This commitment has a political meaning and does not exclude (de facto) the possibility of introducing previous versions to the Regulations in the country, and then, step by step, adopting the latest version.
  - b) For some countries, such as Mexico, the accession to the 1998 Agreement is desirable before acceding to the 1958 Agreement. This is due to the fact that the 1998 Agreement is less binding and would allow the country to become aware of the administrative mechanisms of the agreements in general.

- c) There is an intention to explore the possibility of acceding to the 1958 Agreement to encourage global vehicle harmonization type approvals on the basis of a limited number of safety Regulations. This is done with the aim of abiding by the criteria of Latin NCAP to begin with a constant production control and a market control process in every country.
  - d) Even if the accession to the agreements as a regional block (Mercosur) is not possible, the option of signing the agreements simultaneously by the countries of the Latin-American region would have a great political importance and it would allow a greater sub-regional coordination in these matters.
3. At the same time, the accession to the agreements implies an extensive technical and inter-ministerial consulting process, as well as the political will and a favorable political context which would take time, including in those countries where there has been significant advances in the process, such as Brazil.

P5. A note was made from the information provided by Latin NCAP who:

- 1. Presented a current state of the situation of the regulations in force in the region and its comparison with the possibilities developed by the automobile industry which it can currently provide in its products to the region.
- 2. Pointed out that, several voluntary impact tests and informing consumers of the vehicle's safety features and performance resulted in achieving that the industry complies with the safety standards and better level of vehicle safety in general. Suggested that if these firsts' steps follow a few model evaluations marketed in the region; it is predicted that by evaluating more models the voluntary improvement by the different brands would speed up, while at the same time the improvements in the technical norms and the national/regional regulation requirements would continue. Upon the realization of such technical improvements, the implementation of the norms would not pose a difficulty in itself.
- 3. Presented a proposal which will be formally sent to all interested parties in which the governments that promote the Latin NCAP evaluations (without the level of stars being constraining of the market) could:
  - a. Join the Latin NCAP directory without a cost.
  - b. The evaluations will be carried out jointly with agents designated by the government without cost.
  - c. A "Rescue Sheet" will be carried out for each evaluated model to enhance rescuing the victims by local rescue teams with no cost for the government.
  - d. Latin NCAP proposed to move forward together as a market catalyst, in the same way as it takes place in other regions of the world where NCAP is the market driving force and the government regulates.

P6. According to the previous considerations and the technical discussions carried out in the workshop, the following recommendations were made:

P.7 There is a proposal to create a regular technical working group coordinated by ECLAC with the participation of the national delegates from each country belonging to the different public agencies impact relevant to vehicle safety, such as Ministries of Transport, Ministries of Industry, Road Safety Agencies and other relevant stakeholders. It was suggested to explore the possibility of nominating a head delegate and a substitute that would act as coordinators of all sides from each country to represent the country in these work meetings. It was also raised that the exchange of experiences and technical knowledge should be strengthened alongside with sharing intentions and generating group synergies, as well as showing breakthroughs in each country, defining

a joint and transparent coordination that allows to move forward in defining the work timeline and avoiding reaching an aggregate of independent intentions.

P8. It was proposed to invite to the future meetings representatives of the national technical services related to the automobile industry that carry out tests and issues certifications (for example: certifying national entities that test and certify safety belts, tires, panes, lighting systems, breaking systems, child restraint systems, crash helmets for motorcyclists, as well as others of interest).

P9. It was clarified that it is not the aim of this group to substitute or duplicate the efforts carried out by the SGT number 3. Mercosur, but rather to expand the scope of action and participation to achieve a greater regional coverage and include the countries that are not a part of that regional block, targeting specific aspects of minimum indispensable vehicle safety and allowing for the participation of other public or private stakeholders based on their technical knowledge and the region's context in the automobile industry and vehicle fleet relevant for the work of the group.

P10. According to the discussions regarding the UNECE/WP. 29, the proposal for this working group was to consider the formulation of:

- a) A road map that will be agreed upon amongst the countries with the aim of taking into account a process of accession to the 1958 and 1998 Agreements, together with common calendars for the incorporation of active/passive/tertiary safety elements to imported/manufactured vehicles.
- b) A mechanism for a regional dialogue on the topic of vehicle regulation that will be coordinated by ECLAC, drawing on advice, accompaniment and synergy with the UNECE/WP.29, as well as other relevant regional integration entities on the topic.

P11. It was recommended that prior to the establishment of new demands in relation to safety requirements for 0km vehicles, all the implications be considered in detail: considering health related issues regarding the population, as well as other industrial and trading aspects taking into consideration that in the region is host to three large vehicle manufacturers which export to the region and rest of the world the world.

P12. It was agreed that unilateral isolated national initiative could achieve the improvement of vehicle safety standards, but the same could be surely achieved at a larger scale even if at a slower pace, through a more complex process which would result in a group decision aiming at a joint objective. It was recommended to consider other market related catalyzing activities, beyond the regulatory framework, as a viable and currently operative option that allows paving the way for technical norms to be considered, but above all to boost vehicle safety.

P13. It was proposed that in some cases it would be necessary to provide specific advice to each country or to the group altogether focusing on specific regulatory topics and for the understanding of the reality and internal disadvantages that going in opposite direction to that desired. Three initial clear obstacles were raised: the great quantity of existing technical and legal regulation related to the topic, the need for several different inter-ministerial stakeholders to align and a lack of technical regional support and expertise offered by few technicians.

P14. The following activity schedule was proposed, to be implemented by all t countries interested in being part of the proposed group, to be followed by the drafting of an action plan coordinated by ECLAC with UNECE's participation:

First: With the aim of establishing a common base-line, to should carry out an assessment: defining for each of the countries the following aspects focused on M1 and L3 vehicles, on the basis of the current requirements for their import/manufacture:

- a) Required minimum active/passive/tertiary aspects of vehicle safety
- b) Types of harmonization (self-certification or type approval): evidential documentation and/or type tests related to the component/vehicle carried out in the country.
- c) Additional information: comments on the usefulness of the initiative.

Proposed deadline: receipt before December 8<sup>th</sup> in order to be able to consolidate the information provided by the different countries before December 22<sup>nd</sup>.

Second: Establish, in a consensual manner, which minimum critical indispensable requirements should be requested of vehicle importers/manufacturers (identifying common and advisable requirements for leveling). Proposed deadline: Before May 2018.

Thirdly: Design a roadmap (new requirements / deadlines / vehicle categories): taking into account the existing requirements in some countries or already scheduled (either in a draft or already published as a legal norm), in an implementing timeline of 3 to 5 years (medium term) and 10 years (long term). Proposed timeline: During the next meeting of the technical working group (provisional date: May2018).

Fourth: Begin a process to achieve common regional harmonization: selecting a minimum legal body, common supporting evidence to improve mutual harmonization recognition and associated processes. During the next meeting of the technical working group (provisional date: September 2018).

P15. It was proposed to continue moving forward and thinking about the scope of a regional cooperation (o for a group of countries), with the aim of implementing as a block the concrete actions that would be obtained from the previously mentioned points.

P.16 A formal request was made to ECLAC, UNECE and the Office of the Special Envoy for Road Safety to support the initiated path, work and meetings by the countries, taking into account their respective mandates and available resources, demonstrating periodically advances that reveal the implementation of the planned steps.